





Earl of Wemyss, Viscount Ranelagh, Sir Henry Wilmont, and other prominent volunteers.

CORR., July 8th.

Actives have exhausted at Freiburg a box containing 6,000 dynamite cartridges, part of the proceeds of the great dynamite robbery in this city two years ago. The knowledge that a large quantity of dynamite was in bad hands since the robbery has been the cause of continued anxiety to the authorities.

BERLIN, July 8th.

The North German Gazette, referring to Cardinal Jacobini's latest letter to the Prussian Government, says:—Diplomatists at the Vatican are trying to show that the new Church bill is of little value. The Prussian Government expects the Vatican to make the next advances, and if none are made, Prussia will continue her present course of independent legislation as far as is feasible and requisite. It would have been better and more skilful on the part of the diplomatists if it had remained unwritten. There existed at the time no absolute necessity for its despatch. The arrogant grumblings and criticisms contained therein afford fresh proof that it will be impossible to satisfy the new demands of the Curia, and will only result in preventing Prussia making further conciliatory advances.

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## TERRIBLE DISASTER ON THE CLYDE.

The public had scarcely recovered from the shock caused by the dreadful Sunderland tragedy when a fresh horror was ready for them in the news of the dire calamity that befel a number of spectators gathered together in an Italian booth, many of them being burned to death; and now from Glasgow comes the report of the loss of over one hundred lives in consequence of the sinking of a ship newly launched, and immediately after she had left the ways. The *Daphne*, a steamer of five hundred tons, built by Messrs. Stephen and Sons, of Linthouse, was crowded with workmen employed in completing her internal fittings at the moment when she glided into the water. It is stated by the people employed in the yard that no fewer than two hundred men were on board the vessel at the moment when she was being launched. The necessity of putting the final touches to the work in the quickest possible time is assigned as a reason for so large a number of persons being on the deck of the steamer. Most of them were at work in the interior of the vessel. Scarcely had she left the ways and was fairly afloat when she was observed to sway from side to side, as though, indeed, she were labouring among billows. This unusual motion alarmed those who were on board, and they were observed to rush from one part of the deck to another, in the hope, perhaps, of steadying her by their united weight. It was speedily seen, however, that she was top-heavy, and finally she heeled right over and commenced to settle down. The scene for a few brief moments was the most appalling description. As the vessel fell upon her side a good many of the men who were on the upper deck could be seen clinging to each other, and grasping at rails, chains, or any of the deck fittings that could afford a hold. There were but few cries for help, the catastrophe occurring so suddenly. In a few minutes she had gone clear out of sight in the middle of the river, and nothing could be seen but a few men struggling in the water. Ropes were thrown to the drowning men, and the tug and one or two boats that were in attendance did all that could be saved, but after the steamer disappeared very few men were found floating on the surface of the water. Several of the eye-witnesses state that one or two who were swimming about, and evidently making for the bank, were caught by their drowning comrades and dragged down. As soon as the workmen who were standing close to the end of ways saw that the ship was really heeling over, spars were seized hold of, and along with any blocks of wood lying about, were thrown into the river. Ropes were also thrown out to those who were struggling at the stern end of the vessel, which was pretty close inshore. The tug in attendance ventured as near as they possibly could, but the danger of striking men struggling in the water was so great that any assistance of this kind was practically neutralized. Two rowing-boats were brought into requisition, and by their means about a dozen men who clung to spars and pieces of wood were picked up. A few men were seen to scramble to the vessel as it heeled over, but they disappeared. In fact, those who could not swim and who failed to get hold of a spar or other means of support were drowned. There is reason to believe, judging from the list of missing, that between a hundred and forty and fifty human beings have perished. The interior of the sunken vessel has been visited by divers, whose report only confirms the fears entertained at the outset, that there were a great many men at work when the vessel went down. There seems to have been justice for those who were in the cabin to make a simultaneous rush to the means of exit, for numbers of bodies were found wedged together where they breathed their last in a wild struggle to reach the deck ere the advancing waters overwhelmed them. The ship in this instance turned over so rapidly that there would hardly have been time to snatch a lifebuoy had there been hundreds on board. As the corpses were landed one by one they were carried on ambulance stretchers to the Spanish House, and there laid out on boards supported by trestles to await identification. Anxious fathers and brothers, grief-stricken mothers, and children surrounded the improvised mortuary throughout the entire night, heedless of the heavy rain and thunderstorm. At an early hour groups of undertakers were busily engaged in their task of coffin-making. As the dead were identified the bodies were removed to their homes by sorrowing friends and relations. A message of inquiry and condolence has been received from the Queen. How the accident occurred is a matter of conjecture, but the general opinion is that the boat was top-heavy. Another theory is that while the vessel was in motion down the ways, she received a violent strain on the port side, which caused the slipping away of the anchor and chain attached thereto, thereby throwing the force of the velocity suddenly on one side, and causing the vessel upon striking the water easily to overturn.—*L. & C. Express*.

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## OUR SISTER REPUBLIC.

We say our sister republic, although, sooth to say there is, according to the popularly received opinion, in the resemblance than of reality about the Republican governments of Central and Southern America. But Mexico is the farthest advanced, and we may expect the Republican form of government to crystallize in the course of years and become more and more what it professes to be. The need of Mexico seems to be population. Its present inhabitants number about twelve millions, but they, subjected as they have been, to slavery for centuries, certainly possess but little of the ambition of more forward lands. A gentleman just returned from a trip to Mexico does not give a very encouraging account of the state of affairs there. He returned after an absence of forty years and does not think that matters have improved much. The state of the Indians he considers as much worse than before, both materially and morally. He says that the country is filled with American adventurers like Mark Tapley, looking for something to turn up. The country is in debt for the railroads, and now has to turn to Great Britain to try and borrow the money necessary to discharge the obligations contracted. Such grades, angles, etc., as he saw he had never before seen or heard of. The train in which he was had an upset at one place. In another place just adjacent to a precipice of 200 feet it was not properly laid, or ballasted. On speaking to an official, the latter remarked, oh! we have five sets of rails, and if the train gets off one it can get on another. What would have happened if it had got on the wrong one, and over the precipice was not said. Our friend said in a joking way that two-thirds of the population were trying to sell lottery tickets to the other third.

All this is a severe arraignment of the existing state of things in the neighboring Republic, yet its increase in commerce and population proves that despite all its drawbacks it possesses all the elements of prosperity. Receding from the industrious Spanish races of the old world accustomed to hard labor and to a semi-tropical climate, it can easily be set on its feet again. That its native races possess great elements of nationality may be seen from an inspection of what their fathers have done before a white man set foot on the continent. The present state of things, even looking at their worst side, can be but ephemeral, and under better influence will rapidly pass away. With an active immigration of capital and enterprise from this country and of labor from the old Mexico may soon be expected to take a prominent position amongst the nations of the world.—*S. F. Commercial Review*.

## SALVATION FORAGERS.

A member of the Salvation Army (one Alexander Walker), at Bakewell, recently stole a fowl. He was found of poultry, and, seeing a capon he fancied, he took it. Subsequently he was taken himself, and, when before the Bench, he pathetically prayed to be discharged on the grounds that a conviction would, in all probability, annul the commission of Captain which was on the way out for him from General Booth. The magistrates, however, said that if he would steal a fowl when only a full private, Jumbo wouldn't be safe from him when promoted; so Alexander was sent skimming away in "Black Maria" for a course of six weeks' rope-unravelling. We think Mr. Walker's friends, who consider that a man who has been a soldier should be given a chance, should have been a member of the "Army" should have been pretty continually in trouble in order to allow him (or her) to attain any celebrity in that martial body. We have, on sundry occasions, heard a lot of the officers "pitch" in different parts and "the cursed drink" appeared to have moved them all to have stolen articles at different times, varying from a door-mat to a dinner-set—door-mats, however, predominating. This is and is not very illogical, and what they all say is "Kind friends, I've been in trouble several times. It was the cursed drink as done it; but the moment I got Grace I became a halftered man," etc. "The New Magdalen," Mercy Merrick, in her most affecting speech to Grace Roseberry in the Prologue, says: "Do you know what I am? I have been in a workhouse. I have been in a refuge. I have been in a pauper's (a pause) 'in a goal.' Mercy Merrick, however, is a remarkably beautiful and gifted woman. She has no stumps of black nails, no foot and a half of upper lip, no cracked bassoon voice, and no multiple-complexion. People, therefore, sympathize with her, and she has been a man who has been in a refuge, a workhouse, and a goal. They hear her statement with incredulity; even with pain and sorrow. But when members of the "Army" get up and say that they have been riding half their lives in the "Black Maria," no one is either sorrowful or pained, or sympathetic. And most certainly nobody is the least bit surprised. The approaching doom of the "Army" may be traced to this. General Booth has now embodied banking in his wholesale slasher-curing business, and guarantees five per cent. on all deposits. Well, this may be right enough; but some years ago there was a man who started a Co-operative Bank, and guaranteed to per cent. to customers. Edmund Yates took the gentleman in hand, and Labouchere, who then held the city article for the *World*, took great pains to unmercifully traverse every clause in the prospectus, and smash up the concern. And it is a noticeable fact that when the manager was arrested for fraud, all that was found in his possession was an aluminium watch, and an eighth penny bible. This gentleman was as straitlaced as a member of the Social Purity Society, and as pious as Frank Warden. And he got a year in the penitentiary. We would have been with our "Army" would get seven years. We content ourselves at present by wishing that they would combine together and steal a fowl. They'd better do that soon, anyhow, or they won't be believed in much longer.—*Sydney Bulletin*.

## PARIS.

[FROM OUR CORRESPONDENT.]

PARIS, May 26th, 1883.

The French are growing very hot over the Suez question. The first thing to do is to let them cool down. The second, to eliminate all sentiment from the discussion. The dominant feeling is to exclude now and forever all English influence and interest from the administration of the present and the future canal. The *World* writes: "It would be well to cease claiming morning and evening like a messenger from his turret, that the English were wrong to oppose the construction of the waterway, and that De Lesseps was right. England has repeated her *mis* chief, she has made atonement by sending four-fifths of the total shipping through the canal, and is about illustrating that imitation is the best kind of flattery, by cutting a second route. The English government, thanks to the foresight of Lord Beaconsfield, holds more than one-third of the Suez shares; purchased at some three millions sterling. It is now a valuable asset for ten. The French government holds 'no' scrip. Eighty per cent. of the tonnage passing through the canal is British, yet on the Council of Administration, where M. de Lesseps is

absolute monarch, there are 24 or 30 Frenchmen, and but three Englishmen, the latter only admitted by courtesy on a surffiance, as De Lesseps himself stated. There is not a pilot, not an official employed on the Canal English. A ukase from M. de Lesseps can stop the whole machinery, as Admiral Seymour's fleet experienced last year. History occasionally repeats itself.

If the Canal is to be exclusively French, there is no reason why another is not to be exclusively English. But the boast of the French is, that it is international. Now that's the point where the solution lies. Italy has taken charge of the Canal regulations before the adjourned Conference. At the extraordinary meeting of the Conference, let England propose that all nations be represented on the Administration, *pro-rata* to the importance of their shipping. She would rank first, Holland would be second, Spain third and France or Italy fourth.

No objection can be offered, since the aim is not to destroy but to enhance the value of the canal, and to place all nations with respect to transit on an *ex-quo* footing. In war or peace, let friend and foe pass through, settling their disputes at the exit or entrance of the canal. Private concessions, but secured from all material loss, have ever to give way to public interest; the wants of a world. And the obstinacy and *hauteur* of M. de Lesseps, cannot prevail against the shipping interests of the universe. England should resolutely form a company for cutting a second canal, propose an amalgamation with the French Society, then if refused, proceed independently. That threat will cause such fall in Suez scrip, that the new company could not do better than buy it up; retain, de Lesseps as honorary president, but infuse new blood into the council, reduce the high transit tariff, and construct the second or return canal. Address the French not as they were spoiled children, but men of plain, but, still, sensible, rubbing against or down the grain in serious matters.

The conversion of the five per cents has been eminently successful, and the result has eased the financial tightness. The adversaries of the republic have lost their labor in preaching; the holders of stock would be ruined by the change. Not a lunatic came forward to ask the state to pay him 100 fr. for what the first stock-broker at hand would give him 100 fr. Handling over the execution of the projected public works to private enterprise, and looting off budgetary excesses without mercy, will bring the national finances all right.

M. de Brazza is being covered with flowers, because he kept the landing place of his expedition a "profound secret." Up to the present the world believed there was no free masonry required between de Brazza and His Majesty King Makoko. M. Lemay who negotiated the return of 70,000 Tunisians-refugees in Tripolitania to their homes and altars free, supplies some interesting facts about that state. Bomba is the most beautiful harbor on the whole coast of Northern Africa, which may explain why it makes the mouths of Italians water, despite of its unpalatable name.

Four-fifths of the trade in the hands of the English, and Manchester goods there rule the market of takes two months to cross the desert to reach the inland villages of Soudan, and two years is the average time for the trip of Arab bagmen. If England make a railway to Soudan, she will monopolize the whole trade of Tripoli, and the result will be felt on M. Rivieres Island Algerian Sea. Slave traffic is conducted on the sly; thus a political marabout bought his young Circassian wife for 200 Turkish pounds at Stamboul; she learned "music" at Tripoli, and he was thereby able to sell her at a profit of 100 per cent. The population of Tripoli is 20,000 of whom 10 are French, 9 English, and not a single German.

French "Specials" are working their way up to Moscow. From the Prussian frontier to St. Petersburg, twenty-three hours by railway, nothing can equal the swiftness of the monotonous plain. There is no difference between human dwellings and stables. From Gatchina to St. Petersburg—the Court resides at the former, a distance of 25 miles; the railway is a line of sentries, on the, and in the cutting; above and under the bridges armed with loaded rifles. The same precautions will be observed when the Czar sets out—the day is kept a profound secret—from St. Petersburg to Moscow, a distance of 375 miles. Despite a superficial calm, a nervous trembling affects all classes, and that a signograph could almost register, as to the fate of the Czar interest is not at all concentrated on the currency, but on the safety of his Majesty will be blown into fragments. The danger for the Czar lies in the moment, when, following the obligatory custom, he must make three days running, and alone, with the crowd. Every person authorized to take part in the ceremony must be prepared to show his photo when asked. People shake their heads at the late significant silence of the Nihilists.

I have lately looked into Mercier's Paris "one hundred years ago."—Sebastian, Mercier, like Rousseau, waged war against the excess of luxury, and to the corruption of manners. He denounced the nude statues in the public gardens, and would demolish them if he could with a hammer, as the Duc de Mazarin did those in his gallery. A century ago the streets of Paris had no side paths, a common drain ran down the middle of the street. Oil was commencing to replace candles in the public lamps, and the duration of the lighting was regulated by the phases of the moon. The market of St. Innocent's, was a Golgotha; skulls and thigh bones were stacked under the arches, and along-side baskets full of their wares. Men with lanterns went to the "foyer" from home and abroad, to buy from the stalls. The religious Orders and the Duke of Olympe, Mercier fixed A.D. 2440 as the ideal of human progress; then horses will no longer be treated with cruelty, suicides will be at a minimum in Paris; criminals will be executed by musketry muffled in grape, and the cortege will apologize for having to shoot them. No butchery will be admitted to this present-day millennium, because they will "kill" cattle publicly in the streets. However, Plato excluded poets from his Republic.

A friend who has returned from Amsterdam informs me that the opening of the Exhibition passed off in the "most glacial order." The King never opened his lips, nor declared the building open in his official capacity. Nearly three hours he stood once to feel a Russian soldier was in wax, and to examine specimens of Belgian cloth for the army. The building is in the centre of the city, a backward in six weeks the goddess can be moved. The exhibition is a success. The places are covered with snow. The "Fountain of Work" which M. Gervy and Rocco foretold in the century, watching the canals and umbrellas; Blumark and the Pope are cheek by cheek, and the King of Holland is surrounded by his family, and as silent as in the midst of his loving subjects. Taciturnity, kindness, families, like wooden legs. What an elegant compliment M. Wertheim paid the French commissioners. "France," he said, "though all mutilated, remains the greatest nation in the world." M. de Lesseps, the French government, holds "no" scrip. Eighty per cent. of the tonnage passing through the canal is British, yet on the Council of Administration, where M. de Lesseps is

In crime, an uncle invited his nephew to a big drink, but declining to pay, the latter uncared his wooden leg and heat that relatives brains out. A barber made his sweetheart join in a deed, that if either of the high-contracting parties indulged in a dicer's oath, the penalty was to be 300 fr. Othello saw his love flirting one day with a beggar, whom he concluded to be a prince in disguise; he waylaid her next day, but instead of demanding the 300 fr. he took the value by attempting to cut her throat.

Renaud's *Souvenir* are the favorite reading of the moment. There are two men in Renaud, the dreamer and the thinker. He illustrates what Napoleon I observed: "We carry always our mother with us." Renaud not the less defines woman, "who is only woman." He remarks, "I have encouraged friendship but little; I have not done much for my friends and they have done about the same for me." When Renaud visited his native village, Fréquier, in Brittany, the inhabitants, very devout, made the sign of the cross when encountering him.

The Federal Council of Geneva has decided that only a beverage made from the juice of the grape shall be called "wine." Since the death of his *Egeria*, the ex-actress Mme. Drouot, Victor Hugo's health is rapidly failing. The late Emile de Girardin was the Prince of journalists; de Girardin died avowing "the utter powerlessness of the press."

Bertrand to F. L. Courrier:—"I will discuss all and everything with you till four o'clock—which now goes to strike."

## To-day's Advertisements.

### NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren will be made cordially welcome.

Hongkong, 8th August, 1883. [628]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

THE Company's Steamship

"DIAMANTE,"

Captain Cullen, will be despatched for the above Port, on MONDAY, the 13th instant, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 10th August, 1883. [632]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports, on THURSDAY, the 16th inst., at THREE P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 10th August, 1883. [633]

TO BE LET.

(WITH POSSESSION FROM 15TH AUGUST.)

RICHMOND HOUSE on the Robinson Road, at present occupied by Mr. NEATZ. Rent \$60 per month.

Apply to H. A. WOOLNOUTH, HONGKONG DISPENSARY.

Hongkong, 10th August, 1883. [631]









# The Hongkong Telegraph.

No. 479.

FRIDAY, AUGUST 10, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

### LUMINOUS PAINT

FOR  
LIFE BUOYS.  
MOORING BUOYS.  
BEACONS.  
PIER HEADS.  
CLOCK DIALS.  
LANTERNS for Magazines,  
&c., &c., &c.

LANE, CRAWFORD & Co. have been appointed Agents for the Sale of the "PATENT LUMINOUS PAINT" in Hongkong, South China and Formosa.

They have now a large supply of the most requisite Colours, and have prepared a dark room, in which the illuminating power of this Paint is shown.

INSPECTION IS INVITED.

LANE, CRAWFORD & Co.

Hongkong, 24th July, 1883. [340]

## Insurances.

### GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.  
RESERVE FUND.....\$70,558.27.

### BOARD OF DIRECTORS.

LEE SING, Esq., Chairman. LEE YAT LAY, Esq.  
LO YOK MOON, Esq. CHU CHIK NUNG, Esq.

### MANAGER—HO-AMEI.

MARINE RISKS ON "GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1882. [601]

### NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

### HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 400,000.00  
PERMANENT RESERVE.....Tls. 500,000.00  
SPECIAL RESERVE FUND.....Tls. 518,235.56

TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883.....Tls. 968,235.56

### DIRECTORS.

F. D. HITCH, Esq., Chairman. W. C. MEYER, Esq.  
C. LUCAS, Esq. A. J. M. INVERARITY, Esq. G. H. WICKHAM, Esq.

### HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

### LONDON BRANCH.

Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all parts of the world.

Subject to a charge of 12 per cent. for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 31st May, 1883. [13]

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Underwritten having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the world at CURRENT RATES, allowing an immediate cash discount of 25 per cent.

### HOLLIDAY, WISE & Co.

Hongkong, 13th July, 1883. [560]

THE Underwritten have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

### ARNOLD, KARBURG & Co.

Hongkong, 14th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

### ARNOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [470]

### INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATORE DI BERGAMO, and late of the ROYAL ITALIAN OPERA COMPANY, has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte.

### CHARGES STRICTLY MODERATE.

Addressee: Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

## Auctions.

### PUBLIC AUCTION.

THE Underwritten has received instructions to Sell by Public Auction, on

### MONDAY,

the 13th August, 1883, at 11 A.M., at Messrs. RUSSELL & Co.'s Kerosine Oil Godowns, Wanchai,—

FOR ACCOUNT OF WHOM IT MAY CONCERN, Ex AMERICAN BARQUE "GOODSELL," About 17,000 Cases KEROSENE OIL, of the LOMBARD AYRES & Co.'s Brand, (all more or less damaged by sea water).

TERMS OF SALE.—Cash before delivery. G. R. LAMMERT, Auctioneer.

Hongkong, 9th August, 1883. [629]

### PUBLIC AUCTION.

THE Underwritten has received instructions from Mr. NEATE, to Sell by Public Auction, on

### TUESDAY,

the 14th August, 1883, at 2 P.M., at his Residence "Richmond House," Robinson Road,

THE HOUSEHOLD FURNITURE, &c., Comprising:—

DRAWING ROOM SUITE, ROUND CENTRE TABLE, CHIMNEY GLASSES, MARBLE MANTEL PIECE CLOCK, CHROMOLITHOGRAPHS, ENGRAVINGS, OLEOGRAPHS, CARPET, DAVENPORT and WORK TABLE.

TEAK WOOD EXTENSION DINNER TABLE, SIDEBOARD, WHATNOT and CHAIRS, DINNER, DESSERT, and TEA SETS, GLASS WARE and PLATED WARE, DOUBLE IRON BEDSTEAD, CHILDREN'S COTS, WARDROBES, CHEST OF DRAWERS, MARBLE TOP TOILET TABLES and WASHSTANDS.

One ORGAN, by HAMLIN & MASON. &c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 9th August, 1883. [630]

### PUBLIC AUCTION.

VALUABLE PROPERTY IN BONHAM STRAND.

TO BE SOLD by Public Auction, by Mr. J. M. GUEDES, on

### THURSDAY,

the 16th day of August, 1883, at 3 P.M., on the Premises.

By Order of the MORTGAGEES.

1st Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section A of Remaining Portion of MARINE LOT No. 83, measuring on the North and South 20 feet, on the East 48 feet, and on the West side 43 feet, and Portion No. 1 of A Sub-section of Section E of Marine Lot 83, measuring North and South 29 feet and East and West 52 feet. Held for 999 years from 18th November, 1854. Together with the well Built and Substantial HOUSES known as Nos. 50 and 52, Bonham Strand West.

2nd Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section C of MARINE LOT 175, measuring on the North on Bonham Strand 144 feet, on the South 15 feet, on the East 114 feet, and on the West 110 feet. Held for 999 years from 27th October, 1856. Together with the HOUSE No. 44, Bonham Strand.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagees, or to

J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. [615]

### PUBLIC AUCTION.

VALUABLE PROPERTY IN VICTORIA.

TO BE SOLD BY PUBLIC AUCTION, ON

### FRIDAY,

the 17th day of August, 1883, at THREE P.M., on the Premises.

By Order of the MORTGAGEES.

THREE VALUABLE HOUSES Nos. 27, 29, and 31, Aberdeen Street, erected and being upon GROUND Registered in the Land Office as Section A of Inland Lot No. 60, measuring on the North-East 44 feet and 53 feet, South-West 42 feet, South-East 130 feet to inches, North-West 98 feet 3 inches, containing in the whole 7,265 square feet more or less. Yearly Crown Rent \$14.76.

And, SIXTEEN VALUABLE HOUSES Nos. 1 to 16, in Mee Lee Lane, Victoria, erected on GROUND Registered in the Land Office as Section A of Inland Lot No. 60, measuring on the North-East 44 feet and 53 feet, South-West 42 feet, South-East 130 feet to inches, North-West 98 feet 3 inches, containing in the whole 7,265 square feet more or less. Yearly Crown Rent \$66.39. Held for 999 years from the 26th day of January, 1843.

The above Houses will be Sold in Lots to suit purchasers.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagees, or to

J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. [616]

### PUBLIC AUCTION.

THE Underwritten has received instructions from Messrs. BUN HIN CHAN, to Sell by Public Auction, on

### MONDAY,

the 27th August, 1883, at Noon, at his Sales Rooms, Queen's Road.

THE WRECK OF THE LATE STEAMSHIP "CARISBROOKE," as she now lies off the Compoitian Dock.

TERMS OF SALE.—Cash on the fall of the hammer, and the Vessel to be at the Purchaser's risk on the fall of the hammer.

For further Particulars, apply to

J. M. ARMSTRONG, Auctioneer.

Hongkong, 2nd August, 1883. [613]

## Intimations.

### KELLY & WALSH

PRINTERS, BOOKBINDERS, PUBLISHERS

AND

ACCOUNT BOOK MANUFACTURERS.

NEW TYPE!

NEW MACHINERY!

THE MOST COMPLETELY FITTED OFFICE IN HONGKONG.

PRINTERS.—All kinds of Job Printing executed promptly, Cheaply and in the best style of Workmanship. The Type includes the latest and most fashionable designs suitable for Visiting, Invitation, and Wedding Cards, Menus, Ball Programmes and any kind of work requiring good taste and artistic treatment.

Special attention given to Commercial Reports, Price Lists, Telegraph Codes, Shipping Orders, Bills of Lading, Invoice and Memorandum Forms, &c., &c. Accuracy and despatch may be relied upon. Estimates gladly furnished.

BOOKBINDERS.—Books carefully bound in Morocco, Calf, Russia, Roan or in any required style at the most moderate rates. Special terms for Club and Customs Libraries.

PUBLISHERS.—Authors will find it to their advantage to communicate with us when looking for a Printer and Publisher. We have houses at Hongkong, Shanghai and Yokohama, and Agents at all the treaty ports of China and Japan as well as at Singapore, Bangkok and Calcutta. We have also the most intimate relationships with the leading London and New York Publishers, and are therefore in a position to ensure for new works the widest publicity at comparatively little cost of advertising.

ACCOUNT BOOK MANUFACTURERS.—Account Books Manufactured from hand or machine made paper, ruled and printed to any pattern, however intricate, and carefully and strongly bound.

Blank Books exceeding \$10 in value purchased from our stock, will be ruled, pagged and lettered free of charge.

KELLY & WALSH—HONGKONG.

Hongkong, 7th August, 1883. [560]

W. B. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.

MOWHAWK MINSTREL SONG BOOKS.

NEW ENGINEERING AND NAUTICAL WORKS.

SENNETTS THE MARINE STEAM ENGINE.

DONALDSON'S ENGINE SKETCHING.

ENGINEERS' PRIVATE LOG BOOKS.

MCCREGOR'S ENGINEERS' ALMANACK.

SMITH'S TABLES AND MEMORANDA.

SPONS' REED'S ENGINEERS' GUIDE, NEW ED.

BERGEN'S WILSON ON STEAM BOILERS.

SEXTON'S BOILER MAKERS' POCKET BOOK.

MOLESWORTH'S ENGINEERS' POCKET BOOK.

BURGH'S HASWELL'S

BAL'S SAW MILLS, THEIR MANAGEMENT, &c.

LECKIE'S WRINKLES PRACTICAL NAVIGATION.

REED'S GUIDE TO THE MARINE BOARD.

AZUMUTH'S TABLES, WEATHER FORECASTS, SAILORS' POCKET BOOK.

NEW CHARTS of Tongking, Hahan Straits, and Sulu Archipelago.

VARIATION CHART OF THE WORLD.

NEW WALTZES.

MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.

W. BREWER, QUEEN'S ROAD.

Hongkong, 10th August, 1883. [703]

SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY, A SAMPLE SUITE of BEDROOM FURNITURE which is now on view.

Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or WALNUT at less than Home Prices.

DESIGN BOOKS and Estimates on application.

We are also showing the VIENNA BENTWOOD FURNITURE, very strong and durable.

WALNUT and EBONIZED BRACKETS in great variety.

VENETIAN and OVAL MIRRORS.

A large stock of BRASS and IRON BEDSTEADS in every size always on hand.

IRON SWING BASSINETTES and COTS for Children in every size.

The Excelsior Patent Chain SPRING MATTRESS in every size (the Best Spring Mattress extant).

New Designs in LACE CURTAINS 3, 4, 4 1/2, 5 yards long.

Single and Double PERAMBULATORS Specially adapted for this Colony.

SAYLE & CO. VICTORIA EXCHANGE, HONGKONG. [249]

Hongkong, 6th August, 1883.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK, COMPRISING:

White and Black Silk Trimming Lace.

" Cotton Trimming Lace.

" Silk Handkerchief Border.

" Silk Circular and Square D'oyles.

" and Black Silk Fichu.

" Silk Parasol Cover.

" Cotton Parasol Cover.

" Silk Veil and Scarf.

" Silk Collar and Cuff.

" Silk Collar Breast Pendant.

" Cotton Collar Breast Pendant.

" and Black Silk Necktie.

" Silk Mittens.

" Silver Filigree Pendant, St. John's Cross & Crown.

" Earrings to match the above.

" Fancy Pendant.

" Plain Chain Necklet.

" Fancy Locket.

" Fancy Bracelet.

" Brooch (Love Knot).

" (Margarite).

" (Shell).

" (Circular).

" (Fan).

" (Lily).

" Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.

ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE CHARGED FOR AT COST PRICE.

FRESH MALTESE CIGARETTES from \$0.70 to \$2.50 per 100.

Hongkong, 24th July, 1883. [58]

THE CITY OF MANILA, CIGAR STORE.

HAR FOR SALE.

CIGARS of all Brands, Imperial, Caballeros, Venerables, Regalia, Londres, Nuevo Habano, all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets. Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c. Commisagents Executed.

JOSE M. BASA, No. 51, B. QUEEN'S ROAD, CENTRAL.

Hongkong, 1st May, 1882. [343]

FOR SALE.

WOODBERRY COTTON CANVAS.

No. 1 to 10.

WOODBERRY RAVENS DUCK, 8, 10, 12 OZ.

U.S. HAMMOCK DUCK, 42 Inches Wide.

AMERICAN COTTON DRILL.

COTTON TWINE—5, 6, 7, 8 Fold.

HENRY'S CANVAS, No. 1.

WILLIAM DOLAN, 51, Praya Central.

Hongkong, 21st June, 1883. [499]

## Mails.

### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC,"

will be despatched for San Francisco, via Yokohama, on MONDAY, the 20th inst., at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 8th August, 1883. [2]

NOTICES OF FIRMS.

NOTICE.

I THE Underwritten, have this day taken Mr. RAPHAEL AARON GUBBY into CO-PARTNERSHIP with me in my Business. The Business will henceforth be carried on under the style or Firm of "COHEN & GUBBY."

A. S. COHEN.

Hongkong, 1st August, 1883. [608]

NOTICE.

WE have CLOSED Our Formosa Branch and the Business in Swatow will be carried on under the style of SCHAAR & Co., which Firm Mr. CHARLES LANGE DE LA CAMP has been Authorized to Sign per Procuration.

DIRCKS & Co., In Liquidation.

Swatow,